

Be Fair to the Manufacturer and Dealer

Misunderstandings Often Due to Owners Not Knowing How to Properly Care for Their Cars

(Copyright, 1916, by Frederick C. Guerlich.)

Somewhere on your car—probably under the floor-board where it can be conveniently forgotten and neglected—is a little box-like device which does a tremendous service and an unbelievable amount of hard work for you, and all it asks to return for this work is that you feed it. That you keep it clean, and that you give it a drink once a week. I refer to your storage battery.

There probably has been no other invention to which the tremendous sale of automobiles can be ascribed so much as to the storage battery. The weakest woman can now crank the largest car, and can do it while the tool is muddy without soiling her shoes or gown. At the same time there is no part of the automobile so little understood and so much neglected as it is.

A storage battery must be fed; that is, it must be kept charged. If you take some of the current out of your battery by using your starting motor or your lights, you must put the current back again in order to have some the next time you want to use the starter or the lights. In other words, if you discharge the battery you must again charge it. The generator on your car does this recharging automatically, but there are times when the battery is discharged faster than the generator can recharge it.

In order that you can judge whether or not you are using the current from the battery quicker than you are sending it back again, you must understand what is meant by the ampere-hour, the name by which the size of the battery is known.

Batteries are said to be of 40, 50, 100, etc., ampere-hours capacity. By this is meant that a 50-ampere-hour battery, when fully charged, can have drawn from it 50 amperes for one hour, or one ampere for 50 hours, etc. amperes for ten hours, 150 amperes for one-third of an hour, etc., the amperes flowing, multiplied by the hours of flowing, being the ampere-hours.

When your starting motor is cranking the engine it is taking in the neighborhood of 150 amperes, and in many cases much more. If you have a 50-ampere-hour battery, when fully charged, would be completely discharged in twenty minutes if the starter were used continually for this time. The generator, when the car is traveling about 15 miles per hour, charges at about a six-ampere rate, so that it would take ten hours to completely charge a 60-ampere-hour battery. Please note from the above that it takes thirty minutes of engine running to replace the current taken from the battery by the starter in one minute. At night the lights will take nearly all the current made by the generator, so there will be no charging of the battery.

From the above you can see that the battery on a car which is driven for a very short distance, and whose self-starter is often used, may be discharged much faster than it can be recharged again. So if you find your battery runs down often and must be

taken to a charging station, before condemning the battery and thus doing an injustice to the manufacturer thereof, ask yourself if the discharge is not due to the condition of running.

Many misunderstandings arise between owners and charging station owners about the charge for the rental of batteries used while the owners are being charged. A sample of these disputes is as follows:

"A man brought a battery to a service station to be charged, and rented a battery in its place. Three days afterward he decided to have his car overhauled and repainted, and without returning the rented battery and getting his own, put his car out of commission. More than a month afterward he called for his battery and when he received a bill at 15 cents a day for the rental of the battery became very indignant, claiming that he should not be charged for more than three days, the time his car was in service."

When you consider that the battery man has invested large sums of money in batteries of many different shapes and sizes, and when you consider that the life of a battery is only in the neighborhood of 12 months—when in use or lying idle—you will see that this rental service has been established more for the convenience of the customers than for profits. The man mentioned above failed to consider that the battery man was without the service of the battery while the car was being painted, and may even have had to buy another of that particular shape and size to supply other customers.

Believe that owners have now become educated to the great importance of giving their car a drink, that is, of filling with distilled water about once a week. It is extremely important that this be done if the battery is to enjoy a long life.

No part of the car demands cleanliness so much as the storage battery. If the smallest particle of mineral matter gets into the battery it will immediately be attacked by the sulphuric acid, and in the form of a sulphate be deposited on the plates, thus preventing them from taking a charge.

I would suggest to every auto-owner that he get a book of instructions from the manufacturer of his battery and read it and follow its instructions carefully. If so doing he will get far larger and better service from his battery than he otherwise would. It needs care, watching and attention.

A MILLION PEOPLE IN CHINA STARVE

For Many Years the Red Cross of America Has Aided Sufferers.

(Correspondence Associated Press)

NANKING, China, Aug. 26.—

One million persons are threatened with starvation and several hundred thousand have been rendered homeless as a result of floods which are raging along the Hwai river in Anhwei province.

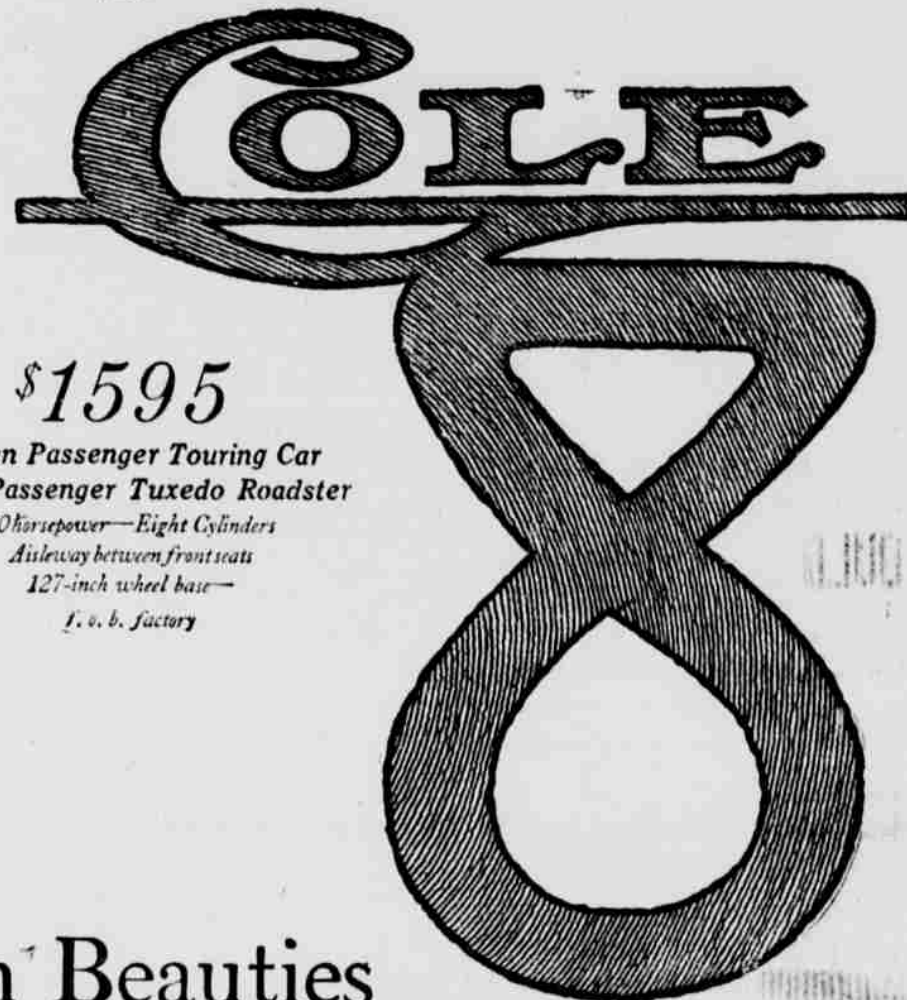
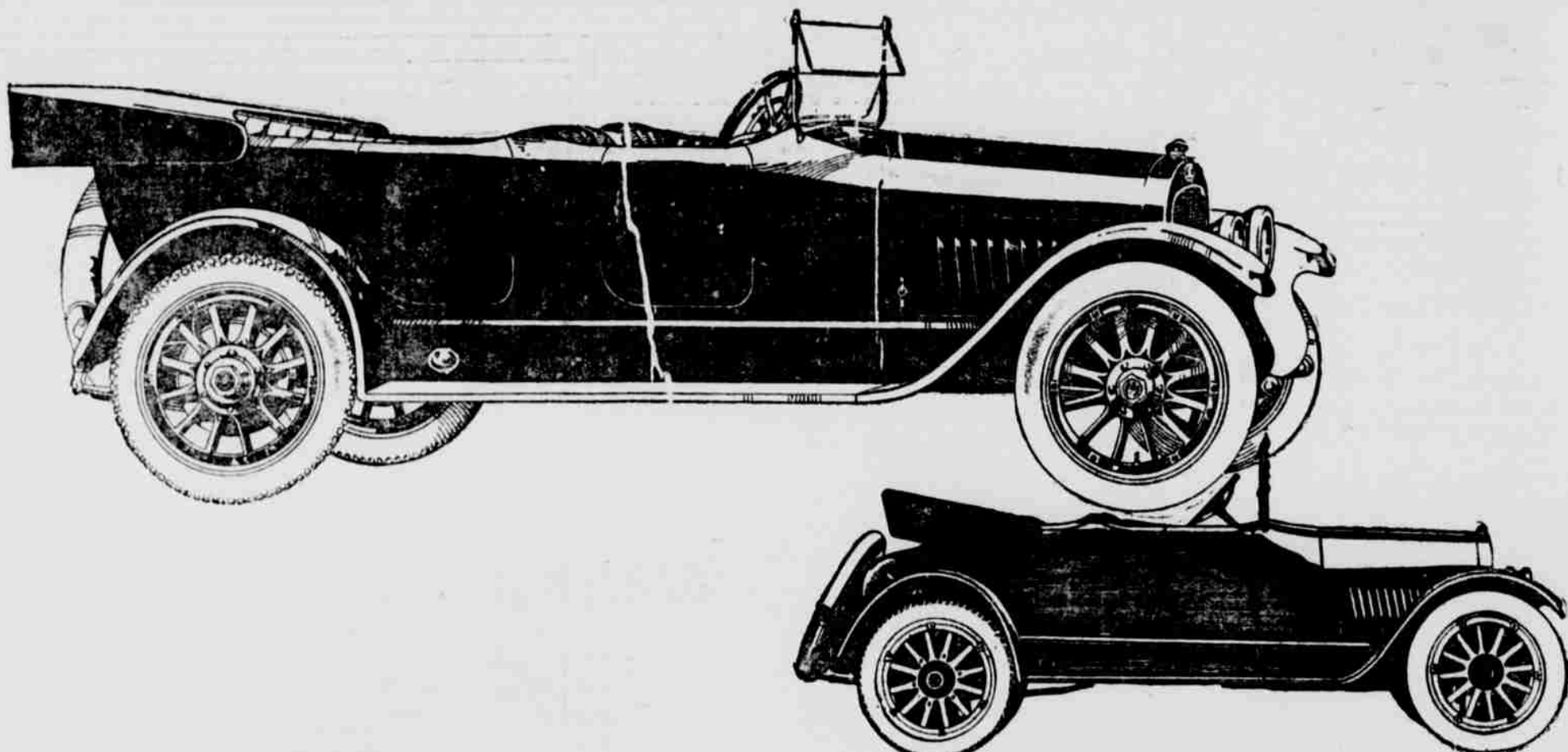
The president has personally contributed \$100,000 silver for relief and parliament will doubtless make an effort to appropriate money for the same purpose. However, the Chinese government is practically without funds as a result of the bitter political situation, and Chinese papers say there will be an appalling death toll from starvation if the American Red Cross shall not again come to the relief of the need.

The flooded district is approximately two hundred miles long, and has an average width of twenty miles. It is a flat plain given over largely to wheat cultivation. The residents of the Hwai river valley have been the object of charity for many years. The American Red Cross has been endeavoring to better their condition by interesting financiers in a reclamation plan which would afford safe outlet for the flood water through the Grand canal. Charles D. Jamieson, an American engineer, studied the conditions for many years under the direction of the American Red Cross, and in 1914 a commission of engineers from America visited the Hwai river valley and approved plans for its reclamation. These plans contemplate the draining of Hwai lake and the diversion of the water of the Hwai river into Paoing lake, and thence through the Grand canal to the Yangtze river.

To cost \$30,000,000.

It has been estimated this would cost \$30,000,000 gold, and it could be completed in six years. So far no financiers have been interested in the general plan for reclaiming the river basin, but an American concern, Simon Carey company, of St. Paul, Minn., has been granted a concession to reclaim the Grand canal. The reclamation of this is the first step in the Hwai river conservancy plan, as the building of the Grand canal has much to do with closing the outlet of flood water from the Hwai river basin, and if the Grand canal be deepened and kept in a perfect condition the duration of flood in the Hwai river basin will be considerably shortened.

The present flood is reported to be the most serious the district has suffered since 1909. At some points the Hwai river rose ten feet within a few days. Refugees are fleeing from the flood district in all directions, because of the lack of food and the impossibility of remaining in a district where no further crops can be produced this year.



Announcement—

The Cole Motor Car Company announces the appointment of the Tulsa Motor Car Company as its representatives in Eastern Oklahoma.

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In a word they are *the* *vogue*.

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The big, but exceptionally light touring car, is the largest Eight built.

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For the big family—get the Cole Eight seven-passenger touring car.

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This model is a perfect dream. It has the snappy double cowl design.

Two sit in front. Two more are easily accommodated in the roomy rear compartment. Access is provided by a wide aisleway between the front seats.

All seats have that deep, soft upholstery—that luxurious easy chair comfort for which the Cole has always been noted.

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"It costs anywhere from 6.9 to 12.5 cents per gallon to make a gallon of gasoline by the Rittman process. The variation is due to the range of fuel-

oil prices between 50 cents and \$2.10 per barrel." This is an excerpt taken from a letter by Director Manning of the Bureau of Mines. Up to May 26, there were 29 factories licensed to use the Rittman process and the data is obtained from such of these that have actually been in operation. Summing up the results of the experiments thus far, Director Manning states:

Cost of Plant.

"The capacity of a single tube was 155 per hour, or 37.2 barrel per 24 hours; the loss 19 per cent, with a yield of 22 per cent gasoline, the balance being fuel oil. Estimated cost of a five-tube plant, \$15,000. Estimated cost of building to house plant, \$5,000. Total cost, \$20,000. Monthly capacity, 5,500 barrels. Deducting 10 per cent for shutdowns, leaves net capacity slightly more than 5,000 barrels. Assuming yield of gasoline at 20 instead of 22 per cent, gives 1,000 barrels (42,000 gallons). Loss of 10 per cent equals 500 barrels. Residue, 70 per cent or 3,500 barrels. Expense, 5,000 barrels, fuel oil at \$2.10 per barrel, \$10,500; labor for one month, six men, \$500; fuel, \$200; electricity, \$100; repairs, \$100; 6 per cent interest charge and 6 per cent depreciation on first cost, \$200; refining cost at 20 cents per barrel, \$1,000; (Oklahoma refining cost), \$1,000; total expense, \$12,800. Credit, 3,500 gallon, residue at \$2.10, \$7,350; net cost of 1,000 barrels (42,000 gallons) gasoline, \$5,450; cost of gasoline, 12.64 cents per gallon. Estimate based on oil at 50 cents a barrel.

Expense, 5,000 barrels oil at 50 cents per barrel, \$2,500; labor, \$500; fuel, \$200; electricity, \$100; repairs, \$100; 6 per cent depreciation, \$200; refining cost (Oklahoma refining cost) at 20 cents per barrel, \$1,000; total expense, \$4,500; credit 3,500 barrels residue at 50 cents, \$1,750; cost of 1,000 barrels (42,000 gallons) of gasoline, \$2,750; cost of gasoline, 6.9 cents per gallon.—The Automobile.



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RESIGNS FROM FIRST BANK Japan's Foremost Business Man retires From the Service.

TOKIO, Aug. 28.—In resigning this month from the presidency of the First bank which he had been the head of since its establishment in 1873, Baron Ei-ichi Shibusawa, Japan's foremost business man, has now withdrawn from all active business life. He is 78 years old. In 1903 he resigned from the directorate of over seventy commercial and banking concerns, retaining only his chairmanship of the First bank, one of the foremost of Japanese financial institutions.

Baron Shibusawa visited the United States last winter and in announcing his retirement from business life he



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said he would devote himself to a relations between Japan and other number of welfare movements, and countries, especially the United particularly would strive to improve States.